

Senior Center Entrance 30% Design Comments

Comment 1: A 10 foot fence with some living wall considerations like ivy and or trees / shrubs to beautify the area. It also mitigates sound and light for affected properties on Aster Blvd. Also, it is unsafe condition while the kids are playing on the green space along the new entrance access road and the cars are driving on the entrance. By adding fencing/new plantings between the Gude entrance driveway and the fields used for recreation will benefit the Senior Center users.

Response: A fence and/or other landscape plantings will be proposed to mitigate impact on the property on Aster Blvd, as well as the green space along Gude entrance driveway.

Comment 2: Residents do not want cut-through traffic and suspect that the new entrance will reduce the traffic through Woodley Garden neighborhood. No cut-through shall be allowed from Gude into the community on Carnation and Crocus. Suggestions proposed: i) permanently close the entrance on Carnation Dr (allow only emergency vehicles) and open the Senior Center entrance from W Gude Dr to Public only; ii) divide the parking on Senior Center entrance access road with permanent barrier and change address

Response: A gate system is proposed to prevent the cut-through traffic. It will be programmed to only allow the emergency vehicles, Senior Center members and maintenance staff to access.

Comment 3: Include in the plan deceleration lane on EB W Gude Dr and no turn on red for the signal. Relocate the crosswalk across Gude at this intersection to the east side of Piccard to ensure better visibility while crossing Gude Drive.

Response: Staff will work with the consultant to evaluate the feasibility of a deceleration lane on WB Gude Dr. and investigate the crosswalk visibility and the possible crosswalk on the east side of

Piccard Dr. The current plan proposes the crosswalk on the west side to align with the new sidewalk along the new entrance. A no-turn on red will be proposed for traffic leaving the Senior Center.

Comment 4: Pedestrians on Millennium Trail have to watch out for older senior citizens driving into the center. The new entrance invites prospective disaster with individuals going too fast or swerving to miss an oncoming bicyclist. Consider ways to alert Millenium Trail users to the cars turning in and out of the Senior Center using either a "stop light" and/or other lighted signage on the trail itself.

Response: Staff will work with the consultant to evaluate the safety of the pedestrian and bicycles on the Millenium Trail by adding the appropriate traffic control devices at the intersection, as well as possibly adjusting driveway entrance aprons to slow down vehicles accessing the Senior Center.

Comment 5: The new access road should provide the capacity to carry large/heavy emergency vehicle crossing the gas line. Coordination with Transco gas line is needed. The project should be sufficiently evaluated for safety.

Response: Staff is currently working with the Transco representatives to get the approval of constructing the entrance over the Gas line. Large/heavy emergency vehicles are identified as vehicles using the new entrance.

Comment 6: The plan focuses on civil engineering but neglects critical traffic and parking management issues, which are essential for the project's success.

Response: A transportation report was scoped with the project, which covers a traffic study, a parking study and intersection design with the new entrance proposed.

Comment 7a: The determination of where to split the parking lot into two is based on a flawed parking demand analysis. There is too great a risk that the new entrance would increase vehicle miles traveled (VMT). The City may not be able to control how the gate is depicted on these mapping platforms now or in the future, leaving too great a risk for confusing or misleading public information. The potential for providing shorter driving trips for approximately one-third of Senior Center members does not provide enough benefit when weighed against the community-wide harms of new impervious surface, lights, and reduction of open space.

Response: A gate system with card controlled is more flexible to allow the Senior Center members to access both sides of the parking lot based on available parking spaces

Comment 7b: Board of King Farm Neighbors Village believes that the recommended space for W Gude Dr side is not sufficient to accommodate those entering from Gude Dr. Board of King Farm Neighbors Village suggest constructing the parking lot without barrier first and monitor if there is cut-through traffic through Woodley Garden neighborhood by then for any necessary improvement. Future demographic information about possible Senior Center participants from communities may change due to the new entrance on W Gude Dr.

Response: A gate system with card controlled is more flexible to allow the Senior Center members to access both sides of the Parking lot based on available parking spaces.

Comment 7c: Woodley Gardens Civic Association is in support of this change in the official entrance to the Senior Center, adjust the parking allotment so there is more parking available on Gude Drive, since our desire is to encourage Senior Center participants to use that entrance.

Response: A gate system with card controlled is more flexible to allow the Senior Center members to access both sides of the Parking lot based on available parking spaces.

Comment 7d The project seems shortsighted without any preliminary traffic analysis by using active Senior Center members' attendee data. The GIS parking study needs to focus on the active attendee instead of the whole membership through a short survey before any further design beyond 30% plan.

Response: A gate system with card controlled is more flexible to allow the senior center members to access both side of the Parking lot based on available parking spaces.

Comment 7e: The gate system needs to be trackable, responsible or accountable. Reschovsky emphasizes the need for a permanent barrier to prevent traffic cut-through. Reschovsky recommends a key-operated card gate system for Senior Center members to manage parking lot access, preventing cut-through traffic while accommodating peak demand.

Response: A gate system with card controlled is more flexible to allow the senior center members to access both side of the Parking lot based on available parking spaces

Comment 8a: Board of King Farm Neighbors Village believes that by dividing the parking lot with a barrier it will limit access, reduce the number of parking spaces and will hinder flexibility to accommodate the future changes. They suggest constructing the parking lot without barrier first and monitor if there is cut through traffic through Woodley Garden neighborhood by then for any necessary improvement. Proposal of barrier system is to create a solution for a problem that might not develop. It is short-sighted and not cost-efficient.

Comment 8b: Woodley Gardens Civic Association recommends installing an electronic, key card-controlled gate to allow for staff-controlled access to both sides of the parking lot during peak usage times. It is incumbent on the Senior Center staff to understand the importance of this controlled access so that we don't go down the slippery slope of cut-through access to the Woodley Gardens neighborhood.

Response: Two-gate location options were provided at the 30% public meeting and a key card-controlled gate system was agreed upon. A standard operation procedure for the gate operation during the emergency and special events is proposed based on the usage categories as follows: gate operated during Senior Center opening hours for members and only allows emergency vehicles 24/7 and staff member during maintenance.

Comment 9: Woodley Gardens Civic Association recommends rerouting as many buses as possible OFF the 800 block of Crocus Drive and directing them to the Gude Drive entrance.

Response: City will reroute the buses per ridership and will submit a request to Ride On.

Comment 10: To reduce neighborhood traffic, change the Senior Center's address to Gude Drive to encourage visitors to arrive via the Gude entrance and for GPS to map to that side of the building and providing clear signage for overflow parking.

Response: The city will be open to change the address after the entrance is built to promote more people to use the new entrance, if needed by using advanced technologies such as GPS, Google search and social media.

Comment 11: There are plenty of free parking spaces available on Piccard that would permit members to drive, park, and make their way to walk to the Center. Provide clear signage for overflow parking.

Response: Staff will work with Senior Center staff to identify the overflow parking locations and to direct traffic to those locations during special events.

Comment 12: Woodley Gardens Civic Association recommends finding a way to prioritize and address the noise issues along Gude Drive that directly impact both the Woodley Gardens and College Gardens communities. While we realize that this request is outside of the scope of this project, we ask that the City keep this issue in the forefront as they execute the Gude Drive entrance project.

Response: The Senior Center driveway will not have an impact on the noise from Gude Drive compared with the current traffic on W. Gude Dr. On the other hand, there is a direct relationship between speed and noise levels, especially when it comes to vehicles like trucks where tire friction against the road is a major noise contributor. Study shows that implementing lower speed limits in urban areas can significantly reduce noise annoyance for residents. The city has recently reduced the speed limit on W. Gude Dr to 35 MPH which will mitigate noise impacts on W. Gude Dr.

Comment 13: Some residents suggested removing the entire green space near Gude to provide more parking spaces. NO Entrance or Egress on Carnation. New address in conjunction with the Gude location.

Response: This option has been evaluated and was determined to bring more overflow parking to the neighborhood.